



FIG. 1

TABLE 1. AUTO, DRIVE OR OVERDRIVE, 4x4L NOT ACTIVE

PEDAL POSITION (FOOT ANGLE DEGREES (BELOW)	←	—	OUTPUT SHAFT TORQUE (Nm)	—	→
20	400	400	300	200	100
15	350	350	250	150	80
10	300	300	200	100	60
5	150	150	100	50	30
0	0	0	0	0	0
OUTPUT SHAFT SPEED (RPM) →	0	150	500	750	1000

FIG. 2A

TABLE 2. MANUAL TRANS. ALL BUT PARK, 4x4L NOT ACTIVE OR AUTO TRANS, ALL GEARS EXCEPT D, OD, PARK OR NEUTRAL, 4x4L NOT ACTIVE

PEDAL POSITION (FOOT ANGLE DEGREES (BELOW)	←	—	ENGINE OUTPUT TORQUE (Nm)	—	→
20	100	110	120	120	100
15	90	92	96	96	90
10	70	72	76	76	60
5	30	32	36	36	30
0	0	0	0	0	0
ENGINE SPEED (RPM) →	500	1500	2500	4000	6000

FIG. 2B

TABLE 3. AUTO, DRIVE OR OVERDRIVE, 4x4L ACTIVE

PEDAL POSITION (FOOT ANGLE DEGREES (BELOW)	←	—	OUTPUT SHAFT TORQUE (Nm)	—	→
20	400	400	300	200	100
15	225	225	200	120	60
10	150	150	100	80	40
5	75	75	50	40	20
0	0	0	0	0	0
OUTPUT SHAFT SPEED (RPM) →	0	150	500	750	1000

FIG. 2C

TABLE 4. MANUAL TRANS, ALL BUT PARK OR NEUTRAL, 4x4L ACTIVE

PEDAL POSITION (FOOT ANGLE DEGREES (BELOW))			ENGINE OUTPUT TORQUE (Nm)		
20	100	110	120	120	100
15	55	55	60	60	55
10	35	35	40	40	35
5	15	15	20	20	15
0	0	0	0	0	0
ENGINE SPEED (RPM) →	500	1500	2500	4000	6000

FIG. 2D

TABLE 5. MANUAL OR AUTO TRANS, PARK OR NEUTRAL

DESIRED ENGINE SPEED OVER IDLE SPEED	0	500	1000	1500	2000
PEDAL POSITION (FOOT ANGLE → DEGREES)	0	5	10	15	20

FIG. 2E